

Transportation, Housing and Urban Development  
Fiscal 2010 Requests

Project Name	Purpose	Intended Recipient	Location	Amount Requested by Organization	Justification
33rd Avenue SW from 18th Street SW to 29th Avenue SW	Construct paving, capacity, pedestrian, and bicycle improvements on 33rd Avenue from Remington Street to 10th Street SW	City of Cedar Rapids	Cedar Rapids, Iowa	\$4,000,000	Federal funding assistance for the reconstruction of 33 <sup>rd</sup> Avenue from 29 <sup>th</sup> Avenue SW to 18 <sup>th</sup> Street SW will facilitate the significant transportation needs of southwest Cedar Rapids and provide a critical connection necessary for economic health. This project will provide a safe and efficient parallel local route alternative to busy U.S. Highway 30/151/218.
Central Corridor Redevelopment Project	for the remediation and demolition of underutilized properties	City of Marion	Marion, Iowa	\$2,300,000	The commitment of federal resources will help transform the corridor of environmentally impaired properties into a revitalized commercial district and community gateway. In addition, planned improvements will bring greater stability to surrounding neighborhoods.
Collins Road (Iowa Highway 100) from Center Point Road to Twixt Town Road	Design and construction improvements for 2.1 miles of Collins Road, including improvements to arterial side streets	City of Cedar Rapids	Cedar Rapids, Iowa	\$5,000,000	Collins Road (Iowa Highway 100) is a segment of the highway system providing the only major east-west arterial connector across the north side of the Cedar Rapids Metropolitan area. The highway improvements will significantly reduce travel time delays, promote continued business development along the highway corridor, and substantially improve safety for both vehicular and pedestrian traffic.
Coralville Intermodal Facility	Complete design and construction of the facility	City of Coralville	Coralville, Iowa	\$5,000,000	This comprehensive multimodal transportation center will service the Coralville/Iowa City region including area residents, the University of Iowa, University of Iowa Hospitals, VA Hospital, employers and visitors. This facility will reduce traffic congestion and facilitate the redevelopment of a federally designated Brownfield site.
Grinnell Central Business District Reconstruction	Reconstruct public infrastructure in the central business district	City of Grinnell	Grinnell, Iowa	\$2,500,000	This is the final phase of a six-year project to revitalize the aging infrastructure that was adversely affecting the city's economic vitality. The infrastructure is more than 100 years old and will enhance safety, mobility, and the economic health of the area.

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Group Home Repairs	to support repairs and maintain agency owned community housing for people with disabilities	Systems Unlimited, Inc.	Iowa City, Iowa	\$206,000	This project prevents the deterioration of low income community housing for people with disabilities. It also creates jobs for a variety of local small businesses. Integrated community housing for these individuals with severe disabilities is the most cost effective means of providing community based services.
Highway 965 Capacity and Safety Improvements	Reconstruct and upgrade the Highway 965 Corridor	City of North Liberty	North Liberty, Iowa	\$3,680,000	Highway 965 is a heavily traveled, important metro-area transportation link used by residents and nonresidents for many different purposes. This former state highway requires nearly \$30 million in improvements. The project will drastically improve the safety of all users, including pedestrian and bicyclists.
Highway W21 Paving Project	Place 4.75 miles of pavement	Washington County	Washington County, Iowa	\$1,460,000	This project will place 4.75 miles of 9" PCC Pavement on County Highway W21. This is part of a ten mile regrading and paving project that is being done to improve access to the southwestern parts of Washington County. The goal of this project is to benefit the citizens by providing a final paved road crossing the Skunk River. This will greatly improve the ability for commerce to move through the county.
Interstate 380/Tower Terrace Road Interchange Project	Engineering and construction of the interchange	City of Hiawatha	Hiawatha, Iowa	\$5,000,000	The construction of this interchange will provide safe and efficient access to a future major arterial route that links Cedar Rapids, Marion, Hiawatha, Robins, and rural Linn County between I-380 and U.S. 13.
Interstate 80 Widening and Reconstruction	Widen and reconstruct a 8 mile segment of I-30 from just west of the I-380/I-80 interchange easterly to the Iowa Highway 1 interchange in Johnson County, Iowa	Iowa Department of Transportation	Johnson County, Iowa	\$5,000,000	The I-80 Corridor across Iowa, other than our urban Interstate segments, is the most heavily travelled roadway in Iowa. Traffic volumes in the project area are about 52,000 vehicles-per-day with almost 25 percent of the traffic is heavy commercial vehicles. This segment was originally constructed in 1962.
Interstate 80/First Avenue Interchange Improvements and Ramp Reconstruction Project	Final design to reconstruct and improve the interchange	City of Coralville	Coralville, Iowa	\$2,000,000	The I-80/First Avenue Interchange is a critical link between the interstate and Coralville, Iowa City, and the University of Northern Iowa. These improvements will decrease congestion, improve interstate operations, and facilitate redevelopment of a Brownfield site.

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Iowa Highway 100 Extension from Edgewood Road NE to US 30/218	Construct a 9.5 mile freeway upgrade on Highway 100 and extension including paving, a bridge crossing of the Cedar River, and trails along Highway 100	City Cedar Rapids	Cedar Rapids, Iowa	\$5,000,000	This project will provide much needed improvements and reduce congestion on the only east-west expressway on the north side of the metro area.
Mehaffey Road Bridge Replacement Project	Bridge replacement with an attached pedestrian/trail crossing over Coralville, lake Reservoir	Johnson County	Johnson County, Iowa	\$3,600,000	This project has both regional and national significance by alleviating closures during high water events and will allow HS-20 legal loads to drive over the structure reducing miles driven. This structure will also allow the availability to have pedestrian traffic cross over the reservoir, which is currently not accommodated. The bridge will allow for safer recreational water traffic on the U.S. Army Corps of Engineers reservoir.
Park Road Bridge Replacement and Dubuque Street Elevation Project	Elevate Dubuque Street and the Park Road Bridge well-above the 100 year flood plain	City of Iowa City	Iowa City, Iowa	\$5,000,000	This project will not only allow Dubuque Street and the Park Road Bridge to remain open during a flood event, it will also reduce flood levels upstream and allow for greater operational flexibility for the US Army Corps of Engineers when releasing water from the Coralville Reservoir. The Park Road Bridge is the first Iowa River crossing south of Interstate 80 and intersects with Dubuque Street. During the 2008 flood, approximately 14 inches of backwater was measured at the bridge, which contributed to upstream flooding of properties. A new bridge can be designed to significantly reduce the backwater and have the added benefit of being designed to better accommodate the vehicle and pedestrian traffic which uses the bridge. Both the road and the bridge are at the point in their lifecycle at which significant maintenance expenditures are necessary. This makes the proposed reconstruction project a timely investment.

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Skunk River Bridge Replacement	Reconstruct a large bridge on County Highway W21	Washington County	Washington County, Iowa	\$2,000,000	This project will place 4.75 miles of 9" PCC Pavement on County Highway W21. This is part of a 10 mile regarding and paving project that is being done to improve access to the southwestern portions of Washington County. The project began 8 years ago, but cost increases have stagnated progress. The goal of this project is to benefit the citizens of Iowa and specifically Washington County by providing a final paved road crossing the Skunk River in a 10 mile stretch. This will greatly improve the ability of area farmers to get their goods to and from market.
Springville Road (X20) Resurfacing Project	Place hot mix asphalt on a 8.6 mile section of Springville Road, X20, between Mt. Vernon, Iowa - US 30 and Springville, Iowa - US 151	Linn County	Linn County, Iowa	\$1,306,720	This road serves as access to US 151 and US 30. The project will provide more prompt access to emergency services and safer access to schools and other training opportunities. It will provide access to elevators and markets for the farm community and more efficient movement of goods and services.
Tower Terrace Road Bridge Project	Installation of a bridge and street connection between two highly travelled roads to provide the northernmost east-west link in the city.	City of Marion	Marion, Iowa	\$5,000,000	Tower Terrace is planned as a new road corridor from I-380 to Highway y 13 on the eastern edge of Marion, and will be a major residential and commercial thoroughfare. Marion's population growth has been and will continue to be in the north. Private investment is anticipated to be in the hundreds of millions at full build-out, with more than 100 jobs created. Completing this property will provide access to 1500 acres of developable property. Other benefits include greatly reduced emergency response times and emissions reduction by moving traffic away from the most highly congested intersections of the city.
US 30 Relocation, Tama County	Construct/pave a 7.5 mile long segment of relocated U.S. 30 four-lane divided roadway through Tama County, Iowa.	Iowa Department of Transportation	Tama County, Iowa	\$5,000,000	This segment of U.S. 30 was originally paved in 1927-28. Grading work will be completed this year. This project is a multi-year (four years) multi-phase project. Project is expected to be completed in late 2011. The US 30 corridor is the most heavily traveled east-west non-interstate roadway corridor in Iowa. This segment of US 30 carries 8,000-9,000 vehicles per day with 15% being commercial trucks

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US 30/Iowa Highway 1 Intersection Improvements	Improve intersection safety and improve traffic movements at the intersection of US 30/Highway 1	City of Mount Vernon	Mount Vernon, Iowa	\$240,000	The Iowa DOT and the City of Mount Vernon are concerned with the operation and safety of the US Highway 30 and Iowa Highway 1 (10 <sup>th</sup> Avenue) intersection and adjacent intersections in the southern part of the city. Excessive vehicle delays and queuing are occurring at the all-way stop controlled US 30 and IA 1 intersection during peak hours.
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